

They unite, perhaps, to a greater degree than any other breed, the supposed incompatible properties of yielding a great deal of milk and beef. It is, however, as Mr. Rankin well observes, on the inferior soil and the moist climate of Ayrshire and the West of Scotland, that their superiority as milkers is most remarkable. On their natural food of poor quality they give milk abundantly and long, and often within a few days of calving; but when they are moved to richer pastures, their constitution changes, and they convert their food more into beef. In their own country a cow of a fleshy make, and which seldom gives a good milk, may be easily raised to 40 or 50 stones, and bullocks of three years old are brought to weight from 50 to 60 stones. There is a lurking tendency about them to fatten, which good pasture will bring to light. They are not favorites with the butchers as the fifth-quarter does not weigh well in them. Their fat is mingled with the flesh rather than separated in the form of tallow; yet this would give a more beautiful appearance to the meat, and should enhance its price to the consumer.

The preceding we copy from the *Farmer and Gardener*, of Baltimore, where it is accompanied with a beautiful cut. If this breed of cattle possesses the properties here ascribed to it, which we see no good reason to doubt, it is unquestionably much better adapted to the treatment received by cattle in the Carolinas, than any we now have; and indeed we know of none which with any treatment would be so valuable, or any thing like it. But it has never, so far as we know of, been introduced into the United States. Some of our enterprising and wealthy planters have already deserved the thanks of the public for the service which they have rendered by introducing valuable stocks of cattle of foreign origin; and we know of no way in which they could, at this time, more essentially serve the farming interest in Carolina, than by importing the Ayrshire stock; if upon proper inquiry it should be found what it is represented to be. Could not an Association be formed for this purpose among the honest and industrious emigrants from the Highlands of Scotland, or their descendants, who are generally fond of cattle, and we are sure would take peculiar pride in a superior stock imported from the land of their fathers.

Internal Improvements.

So rapid has been the multiplication of works of internal improvement in the United States within a very few years, that probably very few of our readers have any thing like correct knowledge of their extent. The following extracts from a report of the Committee on Internal Improvement to one branch of the Legislature of Tennessee now in session, will give some idea of them.

"The receipts of the Erie canal, which extends from Buffalo to Albany, a distance of three hundred and sixty three miles, were for the year 1835, one million seven hundred and seventy-two thousand, three hundred and sixty-four dollars. Since 1833 the rates of toll have been reduced twenty-five per cent; yet the increase in the receipts has exceeded the proportion of former years. The committee remark, that from the reports of the tolls of the present year, there is no doubt that the receipts will considerably exceed two millions of dollars. The cost of the work was nine millions, twenty-seven thousand, four hundred and fifty-six dollars. It is a remarkable fact connected with the trade on this artificial channel, that the tonnage employed on it, is equal to the whole tonnage, both domestic and foreign, which annually crowds the harbor of New York. Results of this character, when predictions at first were gloomy and foreboding, hail the friends of internal improvement with cheering gratulation. In addition to the Erie canal, the other improvements of this kind in New York are, the Champlain, the Oswego, Delaware and Hudson, the Seneca, Chemung, Crooked Lake and Chenango canals;—most of which constitute a part of the system of improvement adopted by the enlightened policy of this flourishing State.

Canals, however, have in New York, as every where else, given place to rail roads. All the new works of improvement are of this last description. The cost, the rapidity of communication, their capability of being used during the whole year, give to rail roads an indisputable superiority. The rail roads finished in New York are the Mohawk and Hudson, the Saratoga and Schenectady, the Ulster and Oswego, the New York and Harlem, the Rensselaer and Saratoga, the Catskill and Canajoharie, the Ulster and Schenectady, the Buffalo and Black Rock, and the road from Rochester to the head of navigation in Genesee river. Works in progress in the State of New York are more numerous and extensive than those completed. Among these are the New York and Erie Rail Road, nearly four hundred miles in length, the New York and Albany Rail Road, the Hudson and Delaware, the Brooklyn, Jamaica and Long Island, to extend from New York two hundred and twenty-five miles. The whole distance of these four roads, now in progress, is between eight and nine hundred miles. In addition to these, in the State of New York alone, are more than thirty rail roads under charter, the routes surveyed, and preparations in progress for their construction.

So superior is rail road communication, that from Albany to New York, even along-side the broad and beautiful bosom of the Hudson, where steamboats ply every day, and with remarkable rapidity, a rail way is in progress, connecting points between which nature has spread one of the noblest rivers. What a striking comment on the

spirit of the age and the wonderful advancement of human enterprise! Five years ago, men of intelligence spoke of these things as chimeras, the dreams of the visionary. But the vivid reality now startles the imagination even of the most sanguine of those who gave a willing ear to the earliest inquiry.

In effecting her public improvements, N. York has borrowed nearly thirty millions of dollars. Such of the bonds as have become due, have been met and liquidated by the receipts from the works constructed. Those which will be due, at future periods, will be more easily paid than the first; the receipts on the works, the bonds for the construction of which have been cancelled, will be a sinking fund to aid the tolls received from other improvements in settling bonds payable at a future time.

The State of Pennsylvania stands by N. York in public enterprise. Her fifth is pledged for more than twenty millions, and on the progress of her system and the policy of its adoption, the fixed opinion of the State, founded on reason and experience, is unanimous. Her canals, embracing the main division, the western, the Susquehanna, the north branch, the west branch divisions, together with others, extend a distance of six hundred miles. The most important of her rail roads which are completed, extend from Philadelphia to Columbia, upwards of eighty miles; and the Allegheny and Portage Rail Road, which passes the Allegheny mountain at a point of greater ascent than any that would be overcome by the roads which are spoken of. In the bill presented by the committee to the House, besides these, there are twenty other rail roads constructed or in progress, constituting a chain of communication which brings every citizen of the State within reach of the benefits intended to be conferred by a system both comprehensive and efficient.

Among the most important of these last works is the Central Rail Road, which commences near Pottsville, and extends to Sunbury, opposite the Susquehanna river, and to Danville, making the whole distance fifty-one miles. The Philadelphia and Reading rail road is of importance also, covering a distance of fifty-eight miles, and intended to connect an extensive anthracite coal mine with the city of Philadelphia.

In New England the same spirit has actuated public and private exertion. In New Hampshire and Vermont a number of canals have been constructed; and in the latter State two rail roads are in progress, the principal of which is that from Whitehall to Rutland. In Massachusetts there are several canals in use; the most extensive are the Middlesex, the Blackstone, and the Hampshire and Hampden, in length one hundred and fifty miles. The rail roads are numerous and rapidly increasing. Those from Boston to Worcester, from Boston to Providence and from Taunton to Lowell, and several others are completed. Many more are projected and in progress, including a line which is to be carried through the States of New-Hampshire and Vermont, passing near Plattsburg, through New York to Ogdensburg on the St. Lawrence.

Maine, Rhode Island and Connecticut, have also been alive to their interests. The former exhibits considerable progress in a work from Portland to Boston, and arrangements are in advance to connect Portland, by rail road, with Quebec. Rhode Island and Connecticut, though small in territory and population, have constructed several important works; the most important are the Farmington Canal and the Stonington and Providence rail road. Many other works are in progress in these States.

New Jersey, a country not remarkable for the fertility of its soil or the extent of its resources, has completed several canals and a still greater number of rail roads. Of the former, the Morris and the Delaware and the Raritan canals, embracing a distance of one hundred and forty four miles, are the most extensive. Of rail roads, that from Camden to Amboy, a distance of sixty-one miles, and the Jersey and West-Jersey rail roads, the one extending from Brunswick to Jersey city, opposite New York, the other reaching from Gloucester on the Delaware to Salem, are, perhaps, the most important; though many others of great public utility are in progress or projected. Delaware, too, has a canal from the Chesapeake to the Delaware, and three rail roads completed, from Newcastle to Frenchtown, from Wilmington to Downingtown, and from Wilmington to the Susquehanna. Even this little State has had the spirit of improvement march onward.

If we cast our eye to Maryland, we discover a hundred and ten miles of the Chesapeake and Ohio canal completed, and some smaller canals have been a long time in use. Rail roads, however, have in this State demonstrated, as they have elsewhere, their superior utility, and her enterprise is now directed chiefly to this species of improvement. Of the Baltimore and Ohio Rail Road, upwards of eighty miles have been completed, and the route is continued, by another company, to Winchester, under a charter from the State of Virginia. The Baltimore and Susquehanna rail road is actively progressing, to reach York, in Pennsylvania, a distance of seventy-six miles. The Baltimore and Washington road is completed, and other works are being projected with every prospect of success.

The Dismal Swamp Canal, in Virginia, and the James and Jackson river canals are important works, and the latter, by the intelligent policy of the last Legislature, which subscribed for three millions of stock, will now become a great and useful improvement, affording a communication from the Ohio to the Atlantic. The Roanoke and Petersburg rail road, extending sixty miles; the Portsmouth and Roanoke; the Winchester and Potomac; the Richmond, Fredericksburg and Potomac; the Richmond and Petersburg; and the Manchester rail roads, are finished or rapidly completing. The entire length of these roads is two hundred and seventy-six miles. They present the indication of a system in Virginia

which will undoubtedly be made co-extensive with the interests of the whole State.

North Carolina, too, has entered the field, and on her bosom exhibits an illustration of the temper of the age. An important work is actively advancing from Wilmington to the Yadkin, thence to the Catawba, a distance of two hundred and fifty miles. Another rail road is also started, from Newborn, on the Neuse, to Clinton, embracing an interesting communication deeply important to the countries it is proposed to connect. When North Carolina, a State remarkable for caution and prudence in departing from ancient usage or in the adoption of any thing new, has embarked in the construction of rail roads, it is an argument conclusively that they are necessary and indispensable to the public interest. If this fact is isolated and unsupported, it would speak volumes on this subject.

The state of improvement in South Carolina presents facts interesting and useful. With characteristic spirit, she has been among the foremost in adopting and executing extensive improvements. Her road from Charleston to Hamburg has vindicated by its success the wisdom of its adoption; and there is no doubt that its whole cost, with interest, will be reimbursed in a few years. The Columbia and Branchville rail road, covering a distance of sixty miles, is commenced, and also the road from Hamburg to Edgefield.

In Georgia and Alabama, Mississippi and Louisiana, are various works projected or in progress. In Georgia, the Athens and Augusta rail road, one hundred and fourteen miles in length, is now under contract. Of the Florida, Alabama and Georgia rail road, from Pensacola to Columbus, two-thirds of the route is located in Alabama. The Tusculum, Courtland and Decatur road is finished; the one from Dadeville to Greensboro' is advancing, and also that from Woodville, in Mississippi, to St. Francisville.

Kentucky presents the Louisville and Portland Canal, and the Lexington and Ohio rail road, which is completed from Lexington to Frankfort.

Ohio has borrowed eighteen millions, and after achieving the most extensive improvements, is surpassing what she has already done. The Miami and the Ohio and Erie Canals have been completed at the expense of the State, including a distance of four hundred miles. Their effect upon the value of property has been almost incredible. The value of real estate has, in a large extent of country, been quadrupled, and the results are still progressive. In addition to canals, more than a thousand miles of rail road have been surveyed, and extensive works of this sort are advancing. But forty years ago, the valleys of the Ohio, the Miami, and the shores of Erie, were a wilderness, untouched—in all the majesty of a wide, a boundless forest. Now the bustle of population and commerce and manufactures, the varied and vast products of a million of people, transported with an ease, facility and rapidity unknown in the oldest and richest regions of the earth, occupy that space where only a few years since, the wild tenants of the woods—the Indian, the wolf, the bear and the buffalo—held their solitary and undisputed supremacy.

Abstract of the Proceedings of the Twenty-Fourth Congress. First Session.

SENATE, DEC. 29.

Among the memorials was one presented by Mr. Wright from 125 citizens of New York, in relation to the late fire in that city, praying relief, and specifying various ways in which it might be extended by Congress. After some remarks by Mr. Wright,

Mr. Webster said he hoped the memorial would be printed with all possible despatch, that the members of the Senate might have an opportunity to read it. It appeared to be a long and reasoned paper, stating the grounds, both of right and expediency, on which relief, in the specified modes, was asked.

The memorial was referred to the Committee on Finance.

Mr. Calhoun gave notice that he should to-morrow ask leave to introduce a bill to regulate the deposits of the public money of the United States; a bill to change the Constitution of the United States; and a bill in relation to the mail, and for other purposes.

DEC. 29.

Mr. Clay asked and obtained leave to introduce a bill for the distribution of the proceeds of the public lands, which was twice read and referred to the committee on Public Lands.

From Mr. Clay's speech on the subject, reported in the National Intelligencer, we make the following extract.

The net amount of the sales of the public lands in the year 1833 was the sum of \$3,967,682 55, in the year 1834 was \$4,557,600 69, and in the year 1835, according to actual receipts in the three first quarters and an estimate of the fourth, is \$12,222,121 15; making an aggregate for the three years of \$21,047,404 39. This aggregate is what the bill proposes to distribute and pay to the twenty-four States on the first day of May, 1836, upon the principles which I have stated. The difference between the estimate made by the Secretary of the Treasury and that which I have offered of the product of the last quarter of this year, arises from my having taken, as the probable sum, one third of the total amount of the three first quarters, and he some other conjectural sum. Deducting from the \$21,047,404 39 the fifteen per cent. to which the seven new States, according to the bill, will be first entitled, amounting to \$2,612,850 18, there will remain for distribution among the twenty-four States of the Union the sum of \$18,435,054 21. Of this sum the proportion of Kentucky will be \$960,947 41, of Virginia the sum of \$1,581,669 39, of North Carolina \$958,632 42, and of Pennsylvania \$2,083,233 32. The proportion of Indiana, including the fifteen per cent. will be \$855,588 23, of Ohio \$1,677,110 84, and of Mississippi \$938,945 67.

Mr. Calhoun offered the following resolution:

Resolved, That the report of the Secretary of the Treasury, of the 15th inst., relative to the duties that may be reduced or repealed, be referred to the committee on Manufactures, with instructions to report a bill providing for the reduction or repeal of all duties which, in their opinion, may be reduced or repealed consistently with a due regard to the manufacturing interest.

HOUSE OF REPRESENTATIVES.

The House resumed the consideration of the motion to refer to committees the message of the President transmitting the State Constitution and other documents from the Convention of Michigan, held for the purpose of forming a State Government.

Dec. 28.—The message together with that relating to the boundary of Ohio and Michigan, were referred to the Judiciary committee.

Dec. 29.—Mr. Mason, of Va. from the Committee on Foreign Affairs, reported a bill to carry into effect the Convention between the United States and Spain; read twice, and committed to the Committee of the Whole House.

Resolutions passed at the late session of the Legislature respecting Gambling in the Town of Columbia.

Whereas all sound education should embrace the formation, as well of the moral as intellectual character, and it is indispensable to this end, that young men, at that tender age when their principles are unfixed, and resolutions weak, should be preserved from the contamination of dissipation and corrupting pleasures.

Be it therefore Resolved by the Senate and House of Representatives in General Assembly met, That the Trustees of the South Carolina College, together with the Solicitor of the Southern Circuit, are hereby requested and enjoined to put into immediate and vigilant exercise, all means provided by existing laws, to exterminate from the Town of Columbia and its vicinity, bawdy houses, gambling houses, and other similar nuisances, calculated to vitiate the morals, pervert the minds, and destroy the health of the young men committed to their charge; and should existing remedies be found, on full experiment, inefficacious, then that they consider of and report the Legislature at its next session, such changes or amendments in the law as to them may seem expedient and necessary to accomplish the object.

Be it also Resolved, That the Intendant and Wardens, and the citizens generally of Columbia, are earnestly entreated, as they value the great interests of morality and religion, the decencies of life, the health and general welfare of their community, and the character especially of the important Institution established in their bosom, to co-operate by their example and by such local legislation as they may deem practicable, to suppress these most disgraceful and corrupting nuisances.

Be it further Resolved, That the Clerk of this House be directed to publish these resolutions in the Columbia papers and to transmit copies thereof to the President of the Board of Trustees of the South Carolina College, and the Hon. Intendant of the Town of Columbia.

Indian War.

By the arrival yesterday of the schooner George & Mary, Capt. Willey, in 24 hours from St. John's (E. F.) we received the Jackson Courier of the 24th inst., from which we have made copious extracts respecting the hostile operations of the Indians in that section of the country.

We have conversed with Capt. Willey, and learn from him, that a large portion of the territory has been desolated by the Indians, they having made a descent from that part of the territory occupied by them, and swept every thing in their route, from Valusia to Black Creek, on the main road—and also from the same point to Lake George, and down the St. John's River to Black Creek, burning all the dwellings in their course, and murdering such of the inhabitants as had not previously made their escape. The extent of the loss of life, could not of course be correctly ascertained, on account of the confusion that existed, but Capt. W. states that information reached Jacksonville on the morning of the 25th, that Mr. Woodruff, and one negro, who were on Mr. Forrester's plantation, had been killed, and that Capt. Lancaster, of the militia, was seriously, if not mortally wounded. The store and bindery establishment of Dr. Brush, at Poluka, were burnt down on Wednesday last. A boat from the George & Mary, was fired upon, while on her way down Black Creek to St. John's River.

We learn that the Indians had removed their women and children to a place of safety, and that it had been ascertained that roads were sometime previously cut in different directions, to reach the plantations, evidently for the purpose of facilitating their purposes, when the scene of destruction should have commenced.

The effect of these disturbances on the crops will be most disastrous, the planters having been compelled to abandon their fields; and the mills and buildings necessary for the manufactory of Sugars, are most probably all destroyed.

We learn that a passenger in the G. & M. has brought on a letter requesting that arms and ammunition may be forwarded, as many of the troops and volunteers are without any means of defence, although every kind of weapon that could be found had been pressed into the service.

In this case of emergency, it is to be hoped that the most prompt measures may be taken to afford assistance to those who are thus exposed to the incursions of the Indians; and that if it be found that the arms at the disposal of the General Government in this harbor, are insufficient, that the arms of the State should be placed at the disposal of our suffering fellow citizens to enable them to defend themselves from their savage assailants.—*Charleston Courier.*

Letter from Col. Warren to Gen. Clinch.

Head Quarters, Part Crum, Dec. 19, 1835.

Sir—The troops under my command

took up the line of march, yesterday morning, to scour out the Wacalaouta and adjacent hamlets; not wishing to be encumbered with baggage, I dispatched baggage wagons, to take the direct route for Wetumpka, via Micanopy; on arriving at the Kanopaha prairie, I immediately took Capt. M'Leone's and Capt. Lancaster's companies, and pursued on the trail; and on arriving at Benjamin Warren's, found his house in flames; passing on, we found that a body of Indians, fifty or sixty in number, had attacked and captured our baggage as it passed over the prairie, and set the wagon on fire. The officer in command of the baggage train, with several of the escort, had retired to Micanopy, and I have not been able to ascertain correctly what loss has been sustained: two Sergeants and four men have returned into camp unhurt, and one Sergeant and one Private, belonging to Capt. M'Leone's company, mortally wounded, are still lingering at this fort. I am not able to make a correct return, as I am unduly advised of the number who have escaped to Micanopy, but will make a more full return as soon as possible. By this unfortunate affair, all our papers, such as orders, reports, &c., and all our ammunition, surgical instruments, &c. are lost.

Gen. Call, with his reinforcement, is expected here to-day, and as I am assured that the whole body of Indians are in the Wacalaouta and adjacent hamlets; the sign is great, and from the force seen in different parties, we are assured that they are all here. I think it advisable that you should send all the regular force, to co-operate with us immediately. The fighting is to be done here. We are in want of ammunition and camp equipment, having, as I before stated, lost all in our wagons.

Your's respectfully,

JOHN WARREN.

Col. & Com. Mil. in service.

Gen. D. I. Clinch.

P. S. Killed—Sergeant Hunt, privates Tulin and U. Roberts, and five others not known; wounded six, one mortally, (Weeks); escaped, sixteen; five horses killed, six wounded.

Gen. Call has just arrived in Camp with 250 men and assumed the entire command.

A report has also arrived, that the Indians were penned in a Hammock in the prairie, and that on Monday last, firing was heard and a general engagement had taken place.

A public meeting was to be held in Charleston on Thursday last, to take into consideration the means of affording assistance to the people of Florida.

CHERAW GAZETTE.

TUESDAY, JANUARY 5, 1836.

We have complaints from different quarters by persons who put their names to subscription papers for the Cheraw Gazette, that the paper has not been sent to them. The reason is that the subscription papers have not been returned to us. We hope persons still holding any with names to them, will be good enough to return them without delay.

For the accommodation of subscribers who preserve files of the Gazette, we shall at the close of each volume furnish an index to the principal articles. With that view we this week commence numbering the pages, counting from the beginning of the volume.

We can assure our country friends that there is an abundance of goods now in town which are sold as low as before the fire; and that cotton and other produce will be bought just as readily and at as high prices as if the fire had not occurred.

Mr. and Mrs. Davis, engaged to take charge of the Male and Female Academies in this town, have arrived, and will forthwith enter upon the duties of their offices. Mrs. Watson, of Society Hill, is expected up in a day or two, to take charge of the Boarding House for females.

Dividend.—The Merchants' Bank of Cheraw has declared a dividend of five dollars for the last six months on the original capital stock; payable 7th inst.

We understand there remains a large surplus to the credit of the Stockholders.

No better evidence need be asked of the ability with which the Bank has been managed, than that the stock rose to 42 per cent. above cost in a little more than a year after it went into operation.

In the new year's address of the "Southern Times and State Gazette," of Columbia, to its Patrons and Friends, we find the following:

"To our patrons we return our hearty thanks for their liberality, and to our new subscribers, especially, of whom we have an unusually large list, for the flattering terms in which they have been pleased to express themselves respecting our paper."

We congratulate the Editor and Publisher of that respectable paper upon this evidence of public favor. To those who wish, from the seat of government, a paper conducted with much ability and good judgement, which shall give them a full account of the proceedings of the Legislature when in session, with an unusual variety of miscellaneous matter; in which they will find nothing intemperate or hostile to Christianity; and which, when occasion requires, always takes a decided stand on the side of sound morals, we recommend the Times and Gazette.

Distressing Shipwreck.—The ship Tiber, recently arrived in New York from Hamburg, fell in, on her passage home, with the wreck of the brig Edgar of England, with four of her crew (the only survivors out of 17) lashed to a piece of the mainmast for five days. Of the other 13 men were drowned, and the other four perished from exposure and hunger or thirst. The survivors were very ill, and their recovery doubtful.

The Legislature of Illinois met on the 7th ult. The message of Gov. Duncan, says the Nat. Intelligencer, "is more than usually brief." The Governor thereby shows his good sense.

The Camden Journal has been suspended for the present.

We invite the attention of mothers to the circular in relation to the *Mother's Magazine*, which will be found among our advertisements. Some opinion may be formed by our readers of its character from the quotations which they have occasionally seen from it in our columns. No parent can read it without profit. But being conducted by a Peder-Baptist, it occasionally contains allusions to infant baptism, which might not meet the approbation of mothers of the Baptist denomination. We see, however, that they now have a similar publication of their own, in regard to which we copy the following notice from the Religious Herald of Richmond, Va.

MOTHER'S MONTHLY JOURNAL.

This is a new work from the press of brethren Bennett and Bright, the publishers of the New York Baptist Register, edited by Mrs. Mary Kingswood. The price is \$1 00 per annum. This work is formed on the same plan, and will occupy similar ground, with the *Mother's Magazine*, a journal well known to many of our female readers. In reference to that work, the publishers remark, after bestowing on it deserved commendation, as follows: "It is, however, but the part of candor to confess, that the ground upon which maternal duties are urged in the *Mother's Magazine*, (viz. the baptismal covenant,) and the motives which are deduced from it, render an extensive and permanent circulation of that work, in the Baptist denomination, very improbable."

The editor, or editors, (we see no reason why the latter term should not be used,) has been promised the aid of several eminent literary gentlemen, Elders W. T. Brantly, W. R. Cushman, W. R. Williams, of N. York, Hague, of Boston; with the professors of Hamilton Institution, and the Rev. G. W. Bethune.

The Murel Gang.—It is stated in the Vicksburg Register of Dec. 3, that three men known to be of this gang, have recently been put to death at Little Rock, and in Wilkinson county, Mississippi. One was shot by a gambler. Another was shot, and the third hung; it is not stated by whom.

Times of sitting of the Courts.

Under the law passed at the late session of the Legislature of this State, the Courts of Law will be held in the different Districts composing the Northern Circuit at the following times: in Chesterfield, on the first Monday in October and the second Monday in March; in Kershaw, on the second Monday in October and the third Monday in March; in Sumter, on the third Monday in October and the fourth Monday in March; in Darlington, on the fourth Monday in October and the first Monday after the fourth Monday in March, in Marion, which is now added to the Eastern Circuit, on the third Monday after the fourth Monday in March and October.

The Courts of Equity will be held twice annually. They will be held at Darlington C. H. for the Cheraw District, on the third Monday after the fourth Monday in January, and on the fourth Monday in June. At Marion C. H., for Marion District on the Thursday next after the second Monday after the fourth Monday in January; and the Thursday next after the third Monday in June.

The S. C. Herald speaks of the Rev. Mr. Elliott, recently elected Professor in the S. C. College as follows: "Mr. Elliott for some time after his father's death conducted the Southern Review,—is said to be a good scholar and quite a literary man. Besides, those who know him, have every confidence in him as a man of piety. We must do the Trustees the justice to say that in their late elections, they have endeavored to fulfill the pledge given by those who made the 'Appeal.'"

The Pledge Redeemed.—In "the appeal" of a portion of the Trustees of the South Carolina College, there was a pledge given that the remaining vacancies in that Institution, would be filled by men who were fully entitled to the confidence of the Christian community. This pledge, we are happy in assuring our readers, has been amply redeemed. To the Presidency has been elected the Hon. Robt. Barnwell, late member of Congress from this State; to the Professorship of Sacred Literature, the Rev. Stephen Elliott, both of the Episcopal Church, and both reputed to be men of evangelical piety, and well fitted for the high posts of honor and responsibility to which they have been invited.—*Chr. Obs.*

Religious Instruction of Slaves in this State.

The Rev. Silas McKee, of Maine, some time since, addressed a letter to the Rev. R. W. Bailey, of this town, making several inquiries as to the advantages of religious instruction enjoyed by the slaves in South Carolina. Mr. Bailey replied through the *Christian Mirror*, of Portland, in a series of letters which were republished in the New York Observer and several other religious papers at the North; and which we understand have done much good by correcting erroneous impressions made by the misrepresentations of the abolitionists. The following extract from one of Mr. Bailey's letters we take from the New York Observer. Such facts, we think, cannot but exert their due influence upon the minds of all really Christian men in the non-slaveholding States.

In addition to some statistics already furnished, in a previous letter, on the religious improvement of the slaves, I am now able, from authentic information, to say, that of the free hundred and eighty thousand, which compose the entire population of this State, about sixty-seven thousand are members in the Baptist, Methodist, Presbyterian, and Episcopalian churches. Of these communicants more than forty thousand are slaves. The whole slave population is 315,000. It is easily seen, therefore, that of the white population about one ninth, and of the slave population about one seventh are church members. It is proper these facts should come into the estimate of the religious condition and prospects of our slaves. In New England there are twenty thousand, and in the free states a hundred and twenty thousand free blacks. I should be glad to see a comparison of their religious condition with that of our slaves in this one item. Do you believe that one twentieth of them are communicants? And do you believe that in New England as here, there is a larger proportion of black than white communicants? And what is doing there to improve